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A NARRATIVE

OF THE

LOSS OF HIS MAJESTY'S SHIP

THE PROSERPINE,

JAMES WALLACE, ESQ. CAPTAIN.

COMPILED BY JOHN WRIGHT,
FIRST LIEUTENANT.

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A NARRATIVE, &c.

IT is with a ſort of melancholy pleaſure I am obliged to ſit down and take up the pen, in order to gratify an intereſted public: Yet, in juſtice to the memory of our departed friends, and ſatisfaction to thoſe of our ſurviving ones, it becomes highly neceſſary, independent of the ſhock our feelings muſt ſuffer in the progreſſive ſtages of this melancholy and moſt unfortunate narrative, that an accurate account ſhould be given, as far as circumſtances come under our cognizance, and in as correct a manner as our moderate abilities will allow us to do.———From a perſon brought up from his infancy in the naval profeſſion, elegant ſtyle cannot certainly be expected; but, as a recompenſe for that defect, if correctneſs of facts may be admitted as a ſubſtitute, a generous public moſt aſſuredly will find that in the following recital.

At a time when the operations on the Continent were much pending on the Britiſh Cabinet being

able to ſend over an Ambaſſador, various were the attempts to land the Right Hon. Thomas Grenville at Cuxhaven, or indeed, latterly, it became a matter of ſuch moment, at any place that was acceſſible; ſo as to enable that Gentleman, with his ſuite, to proceed on his embaſſy to Berlin. In the month of December, the *Champion* Frigate approached the Elbe, but from the heavy gales they met with off Heligoland, a landing there, after a trial of ſeven days, was found impracticable: much credit is due to the exertions of Captain Roper and his Officers, who were obliged to return to Yarmouth. Orders were given for the *Proſerpine* to attempt this deſirable object as early as the 20th of January, 1799; and, on the 28th, Mr. Grenville embarked, who we ſaluted with 15 guns, and immediately weighed our anchor, making the neceſſary ſail out of Yarmouth Roads with a very favourable gale.

From the flattering reports we ſo lately heard, of the Elbe's being clear of ice, little did I imagine, we were doomed to encounter more than the ordinary dangers attendant on a ſea-faring life —but the termination of our brighteſt plans are often obſcured by the cloud of adverſity. It gave us all ſenſible pleaſure on the morning of the 31ſt, to deſcry the ſhore, which we immediately made out to be Heligoland; and our ſatisfaction was not a little elated, on getting on board a native of the place as our pilot, and in ſeeing the river clear of

ice. The hopes of being able to effect our purpoſe, as we approached further, and higher up the Elbe, became leſs and leſs inviting; yet as no material or immediate danger was in view, or pointed out, and as the attainment of our object was of ſuch importance, we ſtood on with perſevering aſſiduity until the ſhip ſtruck the ground on the ſame day about one o'clock; however, as the Proſerpine was on the weather ſhore, ſhe was backed off without damage, ſtanding into deeper water, which when attained, we dropt our anchor, ſending Mr. Anthony, the maſter, with ſome choſen men to explore the channel; at the return of the boat, we weighed and ſtood on towards Cuxhaven, confident of being in the proper paſſage; but the wind veering round now to the eaſtward, we proceeded but a ſhort diſtance, night alſo coming on, when we were obliged to come to an anchor: the gale continuing to increaſe, and the ice to come down ſtrong, it was judged expedient to veer-to a whole cable, and get the top chains round it, to prevent its being cut in two, this very uſeful precaution was effected to our great ſatisfaction by nine o'clock on the ſame evening, the top gallant yards, and maſts, with every thing elſe that could hold wind aloft, were got down upon deck.

Thus confident in ſome degree of our ſafety for the night, and judging from exiſting circumſtances of our being able to get to ſea in the morning, we fondly hoped the ſhip might be extricated out of

this dangerous ſituation, as Captain Wallis, for the reaſons I have already aſſigned, had given up all hopes of landing the Hon. Mr. Grenville at Cuxhaven. At the dawn of day, on the 1ſt of February, all our people were in motion, and the neceſſary ſteps taken to weigh the anchor, which we purchaſed after conſiderable trouble by half paſt ſix o'clock. Thus far, things wore a favourable aſpect: we continuing to run down the channel with a ſtrong wind at E. by N. under a very eaſy ſail. Keeping the lead going in both chains, the ſhip being under the guidance and direction of the Daniſh pilot, relying on his competency to carry us out clear, and encouraged by the congratulation of our two north ſea pilots in having eſcaped the ſhoals, we confidently believed ourſelves ſecure, inaſmuch, as the people were ordered to get their breakfaſt—almoſt at the moment when our ſenſes were lulled to a ſtate of ſecurity, the idea of danger returned with redoubled force; we were not left long to conſider it merely as ideal, for it was to our great mortification realized. About twenty minutes paſt eight o'clock, when the ſhip grounded on the Scharhorn Sand, the Newark Light S. by E. and beacon bearing from the ſhip S. by W. well knowing our preſent ſituation required coolneſs, intrepedity, and the immediate exertion of all on board, after ſounding to find out the deepeſt water, we endeavoured, but without effect, to carry out our ſtream anchor in the launch, in order to heave the

ſhip into the channel; the obſtruction we met with from the ice, however, rendered this moſt neceſſary ſtep abortive. Finding there was no poſſibility in getting the ſhip off this tide, which was then ebbing, our next conſideration was to get her ſhored up; and, as this is an operation underſtood only by my nautical readers, it may not be improper to deſcribe its uſe. From the particular formation of the hull of a ſhip of war, which is ſharp and long, it requires to be ſupported, propped up when aground; the more eſpecially ſo, if the water is ebbing; for that purpoſe the largeſt ſpars in the ſhip, ſuch as the ſpare topmaſts, large rough ſpars, or jib boom, are fitted for that appropriate uſe, by getting them over, two on each ſide, and then ſecurely laſhed to the portholes; taking the precaution of fixing ſome very weighty materials on the lower part, which will anſwer two purpoſes, firſt to ſink it ſhould the tide run rapid, and in the next place, to keep the end ſteady in the ground; taking care to fix ropes of ſufficient ſtrength, to keep it in its proper poſition: and, though all the care poſſible was taken, to have them ſecurely guyed with ſtrong hawſers, yet the immenſe fields of very heavy ice, which the eye could hardly take in, coming down with great velocity on the tide of ebb, undid in a moment what we had been ſo buſily employed about.

Fearful that this accident might happen, precaution was obſerved to make the ſhip heel in to

the ſhore, having three fathom of water on the ſtarboard ſide, and only between nine and ten feet on the larboard; for had ſhe fallen off the bank, almoſt immediate and inevitable deſtruction muſt have been the conſequence of that accident. The maſter, with that alacrity which ever marked his conduct in times of difficulty and danger, was very buſily employed in ſtarting moſt of the water in the fore hold, which now became the next object, as we had conſiderable leſs water under the bows than we had abaft, and as the chance of getting the ſhip afloat depended intirely on our being able to get all the weighty materials out of her before the next flood tide. The marines, under the more immediate direction of their own officer, Lieutent Ridley, were ordered to clear the booms, and a party of them employed in getting overboard the quarter deck guns; which ſervice they effected in a manner worthy of notice, and reflecting highly on their orderly and aſſiduous conduct, during the courſe of the day. and the following night. While this ſervice was performing, Mr. Perry, the ſecond Lieutenant, with perſevering diligence that redounds much to his credit, and with a choſen band, uſed every exertion in their power to get the waiſt guns overboard, and to convey the ſhot as far from the ſhip as poſſible: which ſervice was executed in a very maſterly manner.—The Maſter's Mates were alſo employed in hoiſting up the proviſions to heave overboard, and in ſtarting all the

wine and ſpirits on the main deck. It may not be an improper place now to remark, the regularity and ſobriety of our people: it is well known, and a fact generally admitted and remarked, that the Engliſh ſailors will go great, very great lengths to get liquor; yet now though the deck was ſtreaming, it was with ſenſible ſatisfaction we obſerved the men to be perfectly ſober, with but one or may be two exceptions.—During the remaining part of this day, we continued uſing our moſt ſtrenuous exertions, to lighten the ſhip as much as poſſible, in expectation of her floating off by the morning's tide. Night coming on, uſhered in with it a moſt dreary and deplorable ſituation: fields of ice of immenſe magnitude came down with redoubled force on the tide of ebb; indeed we every minute expected the ſhip to be either carried away by its force, or cut in two by its great power. It came on to blow a moſt tremendous gale this night about nine o'clock, and at ten our rudder was carried away, and our ſtern poſt broke with a very great craſh—Pregnant as our deplorable ſituation was with danger, yet our misfortunes were borne with becoming fortitude; paſſing the remaining part of this night which was a dreary one, making the neceſſary arrangement ſhould it ſo happen that the ſhip floated in the morning, which event now became more and more doubtful, as well as less and leſs inviting.

The morning of the 2d of February, 1799, uſhered in a proſpect frightful in the extreme, and teeming with our approaching danger---The tides, that were now getting lower every day, were hindered from riſing to any height, by the heavy wind that was blowing from the Eaſtward---It being high water this morning at Ten o'clock, and not finding the ſhip to float, Captain Wallis judged it expedient to conſult with the officers, reſpecting the ſituation of the ſhip, which every minute, from the heavy fields of Ice, and from other additional circumſtances, became more and more alarming---Weighing in one ſcale the improbability of getting his Majeſty's ſhip off, without meeting with greater damage, and conſidering alſo our helpleſs ſituation amongſt the ice, without a rudder, and her ſtern poſt broke, we concluded without heſitation, that the only chance of ſaving our own lives and thoſe of the people, was by going overboard at half ebb amongſt the ice, which was in many places not firm, and explore our way in the beſt manner we could, to the iſland of Newark---Having come to this determination, our next conſideration was, in what manner it was to be effected, with the leaſt poſſible danger; and, as neceſſity is the mother of invention, after revolving in our minds many various methods, we at laſt concluded, judging from appearances and experience, the following to be the beſt adapted for the purpoſe---As we had reaſon to fear the ice would be broken, and

in ſome places in motion, ſome reſource muſt be had to ſcramble from one piece of it to the other, arrangement was accordingly made, directing the ſtrongeſt men, each to carry a light plank, or a boat's gang-board, which was to be left at theſe places of danger, until the rear of the ſhip's company were over, and then carried on to other places, where they might be wanted---While the ſtrongeſt men were to perform this ſervice, the weaker ones were directed to carry in an extended line a conſiderable length of light rope, which would enable thoſe men, who might meet with an accident in falling from the ice, to regain it again with the aſſiſtance of the two men next him---The ſeamen and marines were divided into four ſeparate diviſions, each under the guidance of an officer, furniſhed with a proportionable quantity of liquor, which was extremely neceſſary to enable them to encounter the intenſe cold; and it was ſo concerted that Mr. Wright, the Firſt Lieutenant, was to go with the firſt diviſion, and Captain Wallis to remain, until every perſon was out of the ſhip: beſt part of this forenoon we were employed in regulating this line of debarkation, patiently waiting the falling of the water; all this intermediate time the frigate, ſuſtaining the ſevere ſhocks of immenſe heavy ice, expecting every field of it would bring immediate diſſolution---During this interval the people were employed in packing up a few clothes, which they would much want

to ſhift themſelves with, on an almoſt deſolate iſland---Things were in this train, at fifteen minutes paſt one o'clock in the afternoon, when we made an attempt to get upon firm ice, from the gang-way, but found it impoſſible, on account of the pieces being very unconnected, and thoſe that made the trial were glad to regain the ſhip.---As the tide was ebbing very faſt, and well knowing if we remained in the ſhip, even a little too long, it would be fatal to all---prompt exertion and intrepidity became more and more neceſſary, in order to ſave our lives. Taking a perſpective view of the pathleſs tracks of ice that every where ſurrounded us, we perceived a place under the larboard quarter, which happened luckily to be next the bank, that appeared to be more firm than the reſt; which diſcovery, I am happy to ſay, anſwered our expectation; for, upon trial, though we did not find the ice firm, yet it was juſt ſtrong enough to bear our weight, and in ſome places not even that, as Mr. Grenville ſlipped down amongſt it, but he was fortunately ſoon pulled up again, as were likewiſe ſeveral other gentlemen, and many of the people---In getting from the ſhip, we were obliged to lower ourſelves down by a rope out of the mizen chains, which we all did without any accident, though ſome amongſt us were little uſed to ſcramble over a ſhip's quarter, by ſuch incommodious means.---At the time we took our departure from the Proſerpine for the beacon of Newark, it blew a very ſtrong breeze from the *E. S. E.* which unfortunately for us was directly

in our face, or what ſailors call right ahead---To add to our ſituation, we had to travel ſeven or eight miles through an unexplored path, in a very heavy fall of ſnow, that prevented us ſeeing any diſtance---At this time it froze to that intenſe degree, that the ſnow which adhered to our hair and eye-laſhes, became in a few minutes ſolid cakes of ice—the obſtruction we met with alſo from the wind, which was from the direction we were obliged to take very powerful, added much to the other difficulties of our ſolitary march. At no time, do I believe, was any ſet of men more rejoiced in the attainment of their moſt deſirable object, than were we when we got footing on the ſand: a halt was accordingly made, and after thanking God in the firſt place, for our wonderful deliverance, it was with ſenſible pleaſure we gave them three cheers, and which was anſwered by them who were yet far behind, no doubt with equal ſatisfaction.

Onwards we purſued our way, frequently obliged to take a conſiderable circuit, to avoid different dangers, and it was ſtill ſome time before we could get ſight of Newark Beacon: this deſirable object once attained, it was with greater confidence, we reſted our compaſs on a field of ice, that we were again amongſt, to take a new departure for the Light Houſe; and it was to our infinite joy, that the ſtorm in ſome meaſure ſubſided, ſo as to enable us, to diſcover that land mark, at which we arrived about three o'clock. Having got thus far, we con-

ſidered ourſelves ſecure, nd our dangers to be at an end. With hearts elate with joy we mended our pace, making the beſt of our way for the village of Newark, which place we got to at four in the afternoon; and about five, all our people were diſtributed amongſt the different houſes in equal proportions, with directions to the villagers to afford them that comfort, they ſo much ſtood in need of: indeed it was with pleaſure we obſerved the alacrity they ſhewed in alleviating the wants of our fellow-ſufferers; great as thoſe wants were at the outſet, they were accumulating daily, from the number of our men falling ſick, that had ſuffered by the ſeverity of the weather. Various were the reports that were differently ſpread this night, as to the number of men periſhed in the froſt, and we were obliged to remain in this ſtate of ſuſpenſe until morning, when a general muſter took place; it was with much concern we found in calling over the names thirteen of the people were miſſing, with the addition of one of the ſeamen's wives and her ſucking infant;—as no hope could poſſibly be entertained of thoſe men's lives being ſaved, we were left to lament the loſs of our unfortunate ſhipmates.—Turning our attention from this ſcene of death, our humanity was called in piercing cries, to another ſcene of horror—I already have had occaſion to obſerve, in a former part of this narrative, that the weather was intenſely ſevere, and was ſtill getting more ſo by the cutting cold winds; it was

not to be wondered if ſo many men periſhed amongſt the ice, in the march from the ſhip, many now muſt alſo be miſerably bit by the froſt, which we found upon inveſtigation to be the caſe ;—placed as we then were, unable to procure them all thoſe neceſſaries their deplorable ſituation demanded, we were humanely aſſiſted by the people of the place, who willingly ſtepped forward to their relief.—A comfortable and warm place was immediately fitted up for their reception, which was regularly and moſt aſſiduouſly attended by Mr. Kent, the Surgeon, having alſo the aſſiſtance of his Mate.—The number of men thus ſeized, was at firſt conſiderable, yet, by care and proper attendance, the liſt of ſick we were happy to ſee diminiſh daily ; and by the Surgeon's report, we fondly hoped few operations would be found neceſſary to be performed.--From the number of men we brought to this place, it became a matter of ſerious conſideration, that proper care ſhould be taken of the proviſions on the iſland—cut off, as we were, by the great quantity of ſnow, and heavy ice, from having any communication with the Continent, we willingly ſubmitted to a ſcanty allowance, which in a very few days would have been ſtill more ſo, had not a bountiful Providence, enabled Captain Wallis to ſend the Firſt Lieutenant with a detachment of eighty-two men over to Cuxhaven.

On the morning of the 6th of February, every thing for the comfort of the people being pre-

viouſly provided, we began our march at three quarters paſt ſix o'clock, in a cloſe body, which became the more needful, making a beaten path for the Ambaſſador, who was in the rear. Our companions in misfortune, hailed us with three cheers at our outſet, which were returned, I muſt confeſs, with but a doubtful pleaſure. The river that we were to croſs, and which was, the evening before, reported to us to be narrow, and nearly frozen over, we got to about eight o'clock. But, inſtead of finding it that narrow river we were led to believe, it was nearly two hours and a half before we got out of the water. In attempting to deſcribe the ſufferings we underwent during this interval, it muſt be acknowledged, is a taſk I am incompetent to undertake; yet, while I make this acknowledgment, the feelings of my readers will draw that picture my pen cannot deſcribe. I have already remarked the ſeverity of the weather, and, when I add to its inclemency, the rapidity of the current, through which we were wading up to our middle, and frequently higher, covered over from head to foot with ice, that every where adhered to us, and was every ſtep accumulating, a pretty accurate deſcription may be drawn of our ſituation, and what our feelings muſt have been at this time. From the velocity with which the tide of flood came in, our ſituation every minute became more and more alarming. Great as we did conſider our exertions in getting from the ſhip,

they were now ſmall, comparatively ſpeaking, for, by the ignorance of the guides, we reached the river at too late a time of tide, and had we taken the water, even but a quarter of an hour later, it muſt inevitably have been our grave. As danger increaſes and draws nearer and nearer, great is the fortitude to ſupport one in that time of trial, which is conſpicuouſly ſhewn by the great mind, firmly bearing the frowns, and chuſing thoſe companions in adverſity, who, from education, or any other cauſe, may not be poſſeſſed of ſo noble a mind. In our journey through the water, we had many almoſt reduced to the laſt ſtruggle, yet by holding out the hope of ſafety, and pointing to a place of reſt, which the Hon. Mr. Grenville and the Officers frequently did, it had an almoſt inſtantaneous effect on their movement, recruiting their ſpirits ſo as to ſpur them onwards to the end of their march. We regained the ice on the oppoſite ſhore ſome little time after ten o'clock, with no other accident, thank God, than being bit by the froſt, which we all were at one time ſeized with, in a greater or ſmaller degree; but by violently rubbing with ſnow, a number of us recovered the uſe of our hands and other prominent parts. The ſenſation of being bit by the froſt is very ſingular; to convey an idea of it, it appears more like the parts affected being aſleep, than any other likeneſs I can draw, though one is diveſted of all ſenſe of feeling, yet at this time not attended with any

pain, although the parts are as hard as any thing can be imagined. Having got out of the water, many of us in a very feeble ſtate, and the ſeverity of the weather ſtill continuing, the guides were directed to convey us to the firſt houſes, to get refreſhments for the people, inſtead of purſuing the direct road to Cuxhaven, which was at ſome diſtance. We remained at the village of Dorne only a ſhort time, having no dry clothes to ſhift ourſelves with, therefore we were again neceſſitated to march in our wet ones, three miles farther to Cuxhaven, where we arrived quite exhauſted, at half paſt eleven in the forenoon, and the reception we met with from ſome gentlemen of the place, who, with pleaſure, ſupplied all our wants, will be ever remembered with gratitude, and ſincerely acknowledged. From the helpleſs ſituation of the men, who were in a foreign country, without clothes, and without money, it was more neceſſary for their immediate preſervation to ſtrike out of the beaten path, ordering them thoſe refreſhments and comforts which the place afforded. Beds, this night could not be procured, the town at this time being full of paſſengers for England, but a ſufficiency of clean ſtraw was provided in warm rooms, where they lay pretty comfortably for the night. The morning of the following day, preſented us with ſixteen objects of compaſſion, ſome of them ſo miſerably disfigured by the froſt as to make amputation neceſſary. Application was

made to the Governor of Retzbuttle and Cuxhaven for medical aſſiſtance, and the beſt ſent the place could afford, every little comfort we could think would be of any ſervice to promote their recovery, was ſupplied by the Contractor, conformable to the neceſſary order. Mr. Grenville and his ſuite this day departed with his diſpatches, which we ſtruggled hard to ſave: previous to his departure, he proffered his ſervice in ſuch a manner as plainly manifeſted the ſincerity of his offer. Proviſions at Newark by this time began to get ſcarce, when Mr. Perry, with twenty-nine men, offered to undertake the march to Cuxhaven, which, from the ſcarcity of the food, became abſolutely neceſſary, and it was with ſenſible ſatisfaction we ſaw that Gentleman and his party arrive in ſafety, after a very dangerous and fatiguing journey, on the 8th of February. They had now comfortable quarters provided for them in the Poſt-office Packets, where they were diſtributed in equal proportions, according to the different ſize of the veſſels, and victualled by the Contractor, according to the uſage of the ſea. This day we had the pleaſing account from Captain Wallis, whoſe health obliged him to remain at Newark, of the Maſter having got on board the Proſerpine with ſome men, and ſaved from the ſhip, that was at this time almoſt a wreck, things of great conſequence belonging to the Right Hon. Mr. Grenville, which he conveyed to the Caſtle at Newark.

One of the Seamen was found on board of the ſhip, where he had remained from the time we debarked: another man of notorious bad character, had returned, for the purpoſe of pillage, and for the ſake of liquor.—It is a thing extraordinary, that a man ſhould ſo far diveſt himſelf of principle, and loſe ſight of his own perſonal ſafety which even an abandoned character would firſt look to, ruſhing back into imminent danger in the face of every principle, moral or religious: Yet ſuch was the infatuation of this man, which he avowed openly on a former occaſion, declaring the impoſſibility of his refraining from theft, and this avowed declaration he fully acted up to. Not content with breaking open the trunks, in the hope of finding money or other valuable articles, the malignant ſpirit by which he was actuated induced him to deſtroy what he could not carry away; and this he effected almoſt completely; our papers were tore to pieces, a quantity of our clothes hove overboard upon the ice, with many things more that muſt have coſt him much trouble in effecting. Having culled what he thought proper, and after having ſatisfied the demon of revenge, he made an attempt to get from the ſhip, dreſſed in the officers clothes, having a ſilver candleſtick in each hand; he had proceeded but a little way, when the piece of ice on which he was, got in motion, which, when perceived, he blaſphemed his Maker, curſing the ice, and that

Being who made it; but he was not left long to go unpuniſhed; the piece on which he was, by ſome ſudden movement of his own, overturned, which, in a moment, carried him into that world to anſwer for thoſe crimes ſo wantonly committed, and receive that puniſhment they are found to deſerve.—Thus does the abandoned reprobate, meet with deſerved fate, ſooner or later; while, on the other hand, the man of integrity will be regarded with reſpect in this world, and meet with reward in the next. At the return of the Maſter, he made his report to the Captain, as to the ſtate of the ſhip—he found her laying over on her ſide very much, hanging entirely by the middle, and apparently broke in two, being obliged to leap from the quarter-deck to the gang-way, with ſeven feet water in the hold: from this report of the ſhip, and conſidering the danger of going, and in getting from her, all further communication ſhould be at an end, which Captain Wallis accordingly ordered: however, there is a fatality attending us in the different ſtages of this life that too often leads us to our deſtruction.—Early on the morning of the 16th of February, the Maſter, Surgeon, Boatſwain, a Midſhipman, and two Seamen, accompanied by guides, got on board the ſhip, which they reached with much difficulty; their object was to ſave papers, or ſome articles of equal conſequence, thinking they might return as they had been uſed to do, with their guides, in about an hour's time; by ſome untoward accident their departure was put off till too late: as the ice was now in motion around the ſhip, there was no alternative but to remain where they were until the ice was again firm, which they fondly hoped would be early the following morning, and in this perilous ſituation they were ſolitarily left to paſs the night, which was a dreary one. Nothing could equal

their aſtoniſhment in the morning, on finding the ſhip upright, as, on the preceding evening, ſhe was laying in that poſition I have already deſcribed; the lead was dropped overboard between two fields of ice, and their ſituation aſcertained by finding eleven fathom of water along-ſide; the ſhip was buoyed up in the ſea by the field of ice, in which ſhe was caſed, and the veſſel drifting out into the ocean.—The diſtreſs theſe poor men were now involved in, muſt have been great, but their fortitude was ſtill greater, aſſiſted as we have all been through the different ſtages of this melancholy affair, by the interference of a careful and watchful Providence. A few men placed as thoſe, will undergo great fatigue, and ſtruggle with perſeverance to ſave their lives: indeed, a ſeaman has always reſources within himſelf, to accompliſh thoſe difficulties a leſs experienced perſon would not think of. From the direction of the wind and waves, which, by a change, when they got out of the Elbe, drove them along the coaſt of Holland, the Maſter imagined there might be a probability of anchoring amongſt the Iſlands, or in ſome of the inlets of the Zuyder Sea, if a cable could be bent to a ſpare anchor; this was the more neceſſary, as all the others were loſt. Various were the different purchaſes made uſe of to accompliſh this, which will be unneceſſary to deſcribe. Suffice it to ſay, that it was done, after much trouble.—Some of the men being but weak, and the weather extremely ſevere, after finiſhing this buſineſs and having got ſome refreſhment, they by turns went to the pump, and though they had no hope of clearing the ſhip of water, yet the hope held forth of keeping her afloat till they drifted on ſome ſhore induced them to undergo this fatigue.

In this ſtate they remained thirty-ſix hours, and during the interval it continued ſnowing with very

thick weather, however it cleared up, and preſented to their view an iſland they did not know under their lee, to which they drove, and in about two hours grounded, on what they afterwards underſtood to be the iſland of Baltrom, belonging to the King of Pruſſia; at this time it was clear of ice around the ſhip, and they imagined if the ſmall cutter could by any means be hoiſted out, they might get to that part of the ice where the people were waiting to receive them; the ropes at this time were quite frozen round with ice, therefore it is to be ſuppoſed that thoſe few men found it an arduous undertaking to accompliſh their object; however, by getting purchaſe upon purchaſe, they at laſt got the boat into the water, in which they embarked, pulling towards the ice, which they attained without much difficulty.—The ice was found to be very unconnected, therefore fatiguing as it muſt be to thoſe men, it was found abſolutely neceſſary to drag this boat, to convey them over that water where there was no ice; they continued toiling to effect their purpoſe, till nature quite exhauſted compelled them to relinquiſh the boat, after pulling her in this manner half a mile.

The people upon the ſhore were now frequently importuning them to take to the ice, which they were obliged to do, leaping from one piece of it to the other, often falling into the water and in imminent riſk of loſing their lives---the maſter in particular, who at one time was up to his neck in water, but fortunately got up by the aſſiſtance of the other gentlemen---They after ſtruggling hard, reached the ſhore, and were carried up to ſome houſes, where they were not ſo hoſpitably received, as their ſituation demanded.——An opportunity offering next morning of going on board the ſhip in ſafety, when they got there, ſhe

was found to be full of water; and as it was not likely that any thing could be ſaved by the aſſiſtance of the natives, who were diſpoſed to plunder, they judged it neceſſary to join us at Cuxhaven, to eaſe our minds, as we, judging from circumſtances, concluded them to be no more; and farther to acquaint us, as to the ſituation of the ſhip. Their journey over land we will paſs over, as being irrelevent to this ſubject, as alſo what we felt at their joining us again.

From the heavy gales of wind blowing W. N. W. and leaving the ſhip in the ſtate I have mentioned, no hope could be held out of her holding together; it was therefore determined to embrace the firſt opportunity of conveying the officers and people to England by the packets, in which they were now embarked; arrangement was accordingly made, by putting a ſufficient quantity of proviſion, water, and fuel on board of each packet, taking care to keep it complete, as we were waiting for a wind, and as our paſſage to England might be uncertain.

We felt much gratified, in finding the people of their own accord ſtep forward, and requeſt their officers to attend them to church, in order to return thanks to Almighty God for our wonderful deliverance from ſo many dangers, and it is hardly neceſſary to remark, that this propoſition met with our warmeſt approbation.—Application was made to the Governor, requeſting him to acquaint the Miniſter of the church, which was at three miles diſtance, of our intention, which he accordingly did, and politely offered our officers the accomodation of his own ſeat.

The following Sunday, the ſeamen and marines were aſſembled early, dreſſed as clean as they poſſibly could, in the few things they ſaved from the wreck, the officers attending in their uniforms, having direction to march the men two and two, the ma-

fines proceeding firſt, followed by a ſeaman carrying an Union Jack, and the ſailors bringing up the rear; in this manner we marched, and were received in church with a marked reſpect.—A ſermon, ſuitable to the occaſion was preached, and proper prayers read;—when part of the ſervice was over, we were complimented by their playing *Rule Britannia*, and on our leaving the church, with *God Save the King*: for which politeneſs we tranſmitted our thanks.—We returned from church, obſerving the ſame line of march, as we did in going, accompanied with the pleaſing ſatisfaction of having humbled ourſelves in a houſe of prayer, acknowledging our gratitude to God for all his mercies, and more particularly, for theſe ſo lately received.

From the ſeverity of the weather, which rendered all communication between Cuxhaven and Newark impracticable, Captain Wallis was unable to join us before the 23d of February, bringing up with him all the ſick we left behind, who were now greatly recovered.

The ſatisfaction we enjoyed at ſeeing our Captain was manifeſted in all our countenances, as was his arrival at the jetty, with three cheers. As nothing now retarded us from going to England, we anxiouſly waited for the river getting clear of ice; and the wind coming round, ſo as to enable us to get out of the Elbe, which after ſundry diſappointments, we effected on the morning of the 2d. of March 1799, having a favourable breeze at S. E. On paſſing Newark, we could not help looking with horror on the place, where our ſufferings commenced, and heaving a ſigh for the fate of our unfortunate ſhipmates.

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THE END.